



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Memorandum

Subject:

**INFORMATION**: AIR-200 Policy Memorandum #97-09, Correction to Order 8130.2C, Airworthiness Certification of Aircraft and Related Products

Date: September 16, 1997

From:

Manager, Production & Airworthiness Certification  
Division, AIR-200

Reply to

Attn. of: G. McNeill

To: All Manufacturing Inspection Offices and  
District/Satellite offices  
All Flight Standards District Offices

This memorandum provides guidance and a correction to FAA Order 8130.2C, paragraph 62(d), Certification Procedures. It concerns the importation of U.S. manufactured aircraft that have been overhauled, modified, or repaired by persons other than those approved by the Federal Aviation Administration (FAA) while operating under non-U.S. registry.

As currently written, the information delineated within paragraph 62d(1), U.S. Manufactured, U.S. Type Certificated Aircraft, requires the applicant for an airworthiness certificate to present an original or an acceptable copy of the U.S. Export C of A that was issued when the aircraft was originally exported from the United States. This provides a baseline to conduct an inspection to determine if the aircraft meets its type certificate (TC) and identifies any deviations to the type design that may have existed when the aircraft was originally exported. However, paragraphs d(1)(b), (c), and (e) do not provide accurate information necessary for compliance with the regulations for U.S. manufactured civil aircraft that were exported and later returned to the U.S. for certification. Therefore, until the next revision of Order 8130.2, replace (b), (c), and (e) of paragraph 62d(1) with the following:

(a) (No change.)

(b) Show that any aircraft component overhauled or repaired while the aircraft was operating under non-U.S. registry was accomplished in accordance with methods acceptable to the FAA and it conforms to its type design. When this cannot be shown, the component must be removed.

(c) Show that any major alterations, modifications, or repairs performed while the aircraft was under non-U.S. registry were accomplished in compliance with FAA approved data and the aircraft conforms to its type design. The use of an FAA Designated Engineering Representative (DER) to expedite the design approval process should be encouraged for any alteration or repair which may have been incorporated without FAA approval.

(d) (No change.)

(e) Show that any maintenance performed while the aircraft was under non-U.S. registry was performed in accordance with methods acceptable to the FAA, and the aircraft conforms to its approved type design or properly altered condition.

(f) (New added paragraph.) The applicant for an airworthiness certificate whose aircraft has been maintained, modified , or repaired while under foreign registry must insure that all documentation concerning the maintenance, modification or repair must be in the English language.

All FAA offices should forward this information to FAA designees authorized to issue airworthiness certificates.

This correction will be incorporated into the next revision of Order 8130.2. This memorandum has been coordinated with the Flight Standards Service. If there are any questions regarding this memorandum, please contact the Production and Airworthiness Certification Division, AIR-200, at (202) 267-8361.

/s/

Frank P. Paskiewicz